



Cobb County Comprehensive Transportation Plan Public Meeting Round #2

Southeast Planning Area

Meeting Date: August 23, 2006
Meeting Time: 5:30 p.m. – 7:30 p.m.
Location: Cobb Central Library
266 Roswell Road
Marietta, GA 30060
Attendance: 53

Agenda

Welcome and Opening Remarks
Overview of Study
Highlights from Outreach Activities
Status of Random Opinion Survey
Draft, Vision, Goals and Strategies
Update on Technical Analysis
Public Comments – Questions and Answers
Closing

Meeting Summary

Participants were asked to sign in upon arrival and were provided with project materials including a fact sheet, glossary of transportation & land use planning terms, public meeting schedule, comment sheet, public meeting evaluation form and a meeting agenda. Area maps were on display for participants to review.

Laraine Vance welcomed the group and provided opening remarks followed by introductions of consultant team. Rod Wilburn of Carter Burgess provided an update on the study. Morris Dillard briefed the group on public involvement initiatives.

Question: How does the Bus Rapid Transit (BRT) concept operate?

Answer: Participants were informed that BRT was not the specific subject of the meeting. However a member of the audience familiar the BRT Project was able to make comments and talk about the series of meetings that have been held on the Northwest Bus Rapid Transit Study by sponsoring agencies - Georgia Department of Transportation (GDOT) and Georgia Regional Transit Authority (GRTA).

Question: Where will BRT stations be located?

Answer: (By member of the audience) Five stations are planned in the area of Town Center Mall near the Big Chicken, between Franklin Road and I-75, Terrell Mill and I-75 just west of I-75, and Akers Mill Road across I-75 inside I-285.

Comment: There was some concern about the devaluation of property values with BRT as well as possible noise issues with the placement of a BRT station along Franklin Road at Tuxedo



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Estates. The group was urged to be in touch with GRTA and remain involved in the Northwest Bus Rapid Transit Study.

Question: Is there a correlation between mass transit (CCT) and crime?

Answer: The challenge is to educate people on the perception versus the reality of crime on mass transit. Mass transit should be made available as an option to the community.

Comment: CCT needs to improve communications with the public on some of its routes. Route 481 needs new buses. It was explained that 15 new buses have been ordered some of which may be placed on Route 481. Other concerns were raised about Routes 15, 30 and 50 regarding on-time performance.

The participants were asked to react to the following question:

Question: While everybody may not support mass transit, what are your thoughts about mass transit and where would it succeed?

- We cannot continue riding one person per vehicle and need to understand the overall benefits of public transportation
- We consume too much energy and time in single occupancy vehicles polluting the air
- Widen roads to ease the “pain” and there will be no need for public transportation
- With the redevelopment of aging apartment complexes to upscale town homes and houses, there is no need for public transit along Delk Road east of I-75 and Powers Ferry Road just south of Delk Road
- Promote carpool and van pool concepts

Other Feedback/Concerns

- Consider more green space for condominium residents in live/work/play communities
- Improve sidewalks along US 41
- Address Terrell Road which is turning into another Franklin Road with crime issues
- Need HOV lanes north of I-285 (effectively used in Nashville, TN)
- Fix bottlenecks in street network quickly
- Any expansion of lanes on I-75 is unhealthy and will continue to pollute the air and add to the noise

Written Comments

1. Consider “Short Haul” mass transit – you are fixed on “Long Haul” commuter-type alternatives.
2. I am glad I could sit in on this meeting. I came with questions concerning:
 - a. Lateness of your #15-30 bus line or routes
 - b. No shows
 - c. Bus stops placed too far apart
 - d. Lack of concern for the public as to why buses are late or no-shows
 - e. Peak hour-need more buses
 - f. Need Sunday service
 - g. Week extended service
3. I believe the more you widen roads the less “pain” the driver will feel – no need to take public transport.



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4. There seems to be a great need to get people through Cobb with no concern about the the impact on the County and the preservation of Cobb.
5. Destruction of Lower Roswell Road is a pity.
6. Expansion of I-75 to 23 lanes is unhealthy. It will pollute the air and add to the noise. There are healthier ways to resolve these problems. One way is to add a rail system from Cobb County to Atlanta. There is no way to justify adding so many more lanes to I-75.
7. With the redevelopment of aging apartment complexes (apartment to upscale town homes and houses) along Delk Road east of I-75 and along Powers Ferry just south of Delk, there is no need for public transportation along Powers Ferry or Delk east of I-75. Public transportation use in this area is low at this time and will decrease. In addition, most residents do not want it. Keep public transportation west of I-75. Funds would be better spent on a rapid rail system from Town Center to downtown Atlanta as a monorail along I-75.
8. It seems that there is too much talk and planning and not enough action. By the time the studies are done, the need changes.
9. A suggestion from Bob Hovey (District Planning Commissioner): Find the commute corridor bottlenecks and fix them quickly:
 - a. Hwy 92 in NW corner of county, connect to I-75 north of Kennesaw in Cherokee County
 - b. Atlanta Road connecting to I-285, particularly the bridge across the Chattahoochee River
10. Merge area mass transit agencies.
11. Scrap BRT – move to commuter rail along I-75 median. Stations at Town Center, Marietta (Big Chicken) and Cumberland.
12. My observation of the discussion is that most people are focused on their own particular situation and forgetting the overall benefits of improved transportation (read public transportation). Our current way of living (or moving around) is not sustainable. We consume too much energy, spend too much time commuting, pollute our air (health hazard), etc, etc. Rapid transit is for the whole community. Even if it is not good for some private circumstances, it is a necessity for the community, including those who are hurt in some ways.
13. BRT Project: The placement of the Franklin Road BRT station does not take into account the enormous opposition from the impacted neighborhoods. The people, it seems, do not matter! Why do the people in Cherokee County get the transportation they need at the cost to us of our comfort and, in some cases, homes. I have owned my home in Tuxedo Estates for 4 years and am very angry that I will now have increased noise from traffic, truck lanes and BRT that my neighborhood and I do not want. To the gentleman on the CCT Advisory Board who thinks that BRT is the “perfect solution” for Cobb County – what about the people who live here? Have you taken a vote on how they feel about it? I do not know one person in my neighborhood that actually wants it. It is very unfair how this BRT project has been approached for the residents of Cobb County. And yes, public transport does bring a bad element.